

TONOPAH DAILY BONANZA

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OPENING NYE COUNTY.

RECENTLY the Bonanza announced that part of the plan of the syndicate of New York millionaires who have taken a long lease on the mines at Tybo was the construction of a railroad to connect the property with one of the present railroad systems. This report is now authenticated by the appearance of a bill in the senate having for its object the incorporation of a company for the purpose of supplying this important link in the chain of communications that will bring about a reign of industrial activity in Nye county such as has not been seen since the days when the Tonopah & Goldfield railroad was projected to connect the young silver-gold camp of Tonopah with the Southern Pacific at Sodaville. The men behind the movement have the means of making the railroad one of the most profitable lines in the west, and there is not the slightest doubt that, when they get their charter, they will not lose time in completing plans for immediate construction. The route represents the revival of the pet measure broached five years ago of a direct line between Salt Lake and Los Angeles, but whether the old route will be followed or a better one substituted remains locked up in the minds of the promoters. The early suggestion was for a line to connect Tybo with Ely and then by the Northern Nevada and Southern Pacific to enter the Mormon capital over established lines which would divest the new enterprise of the heavy burden of providing terminals. The revival of the project following so close on the heels of the decision of the United States court of appeals favoring the Southern Pacific against the Central Pacific implies that the conjectures of this paper about resumption of construction of an air line between the southern metropolis of California and Salt Lake are about to be revived without further loss of time. From Tybo to Tonopah a low-priced road could be built without any great physical obstacles and then the remainder of the way would be over the rails of the Tonopah & Goldfield to a connection with the proposed broad gauge system from Sodaville to Keeler. A railroad connection with Ely would do much to promote business between the two leading camps of the state and also open a vast area of rich grazing and farm lands that at present suffer for want of cheap transportation. Railroad valley, for instance, would be one of the chief beneficiaries for the lands of that section are in the hands of a company well financed for a colonization movement that would bring in a thrifty population. An abundant supply of water for irrigating and domestic purposes has been developed in Railroad valley through the operations of a Tonopah company which spent large sums in drilling for potash. Where this company failed to develop potash on a commercial scale, its engineers were rewarded with a flow of water capable of reclaiming thousands of acres. This project has been quiescent for the past three years, but it is far from moribund for the soil and water conditions are ample inducements for eastern capitalists to furnish whatever money is needed to carry out the colonization movement. The plans contemplate furnishing settlers with seed and farm machinery at cost and then erecting suitable buildings to attract the best elements to the new territory. The parent company would enter into contracts with the farmers for all their alfalfa and also finance them during the growing season. The inducement would be a home market for all sorts of fodder crops which would be utilized by the land company in feeding to the vast herds that would be introduced to the district for fattening. This colonization project is predicated largely on the system of the Canadian railroads, which offer settlers homesteads on small payments taken from the revenues derived from the sale of crops raised on company lands. The cost of the lands and their appointments including homes and implements would be extinguished according to the European plan which has been adopted as the foundation of the federal farm loan banks providing for a small annual payment in addition to the interest obligation which would gradually wipe out the entire indebtedness and leave the settler master of his own destiny. This comprehensive plan was broached before the farm loan system was mentioned and the construction of a railroad through this section would bring about the development so ardently desired.

UNIFORM COUNTY ACCOUNTING.

THIS has been one of the hobbies of every legislature for the past ten years, but somehow or another the state does not get there any sooner than the old fogies choose to have it. One of the greatest impediments to an understanding of the costs of county administration is the complex and baffling individuality of every man elected to office. Each one has his own way and few have any progressive ideas so the fact remains that the system of accounting grows worse rather than better with the tinkering of a lot of tyros who have had no experience in efficiency or method. One of the greatest drawbacks to a clear comprehension of county business is the way the books are kept and this fact was brought out strongly in the case of the previous administration of Nye county recently when specialists essayed the feat of disentangling the entries that are supposed to give every citizen a perfect knowledge of what is doing with the public moneys. In the local case the accountants recommended certain changes and the installation of a complete system by which the receipts and expenditures of the county would be as clear as the books of the average up-to-date merchant, who insists on knowing at the close of every day's business how he stands in the matter of credits and debits. Every county has its own way of doing business, just as it has its own way about paying salaries and arranging the compensation of its officers. The bill authorizing the appointment of a state auditor carries with it the installation of a uniform system of bookkeeping which will be the most acceptable act of the legislature. If nothing else was accomplished, the value of this recommendation would fully compensate taxpayers for the entire cost of the session. The new state auditor comes well recommended from the industrial commission, where he served as actuary since the organization of the body and it is hoped that the new broom will proceed to make a clean sweep of the antiquated methods in vogue in most of the counties.

New York and Washington epicures are trying to convince the public that rice is the best part of price in the cost of living.

The dying gasp of the legislature is timed for next Friday, but there are bets that the time will be extended for even clocks may be made to lie when necessary.

The legislature is filled with suggestions now that the hours of life are waning and the sands of time are running low. It is a wonder that some of these ideas were not forthcoming when they could be considered without the rush of adjournment.

Thaw is the bone of contention between New York and Pennsylvania, and the courts of the former state will try to establish that the young man is wise enough to stand trial. Money goes a long way in the conduct of this case, apparently.

Wilson has found means of arming American merchant ships, but he has failed to find any way of protecting Americans in Mexico. When this nation finds time to clean up its back yard it will be time enough to rake up the rubbish around the front door.

Americans owning mines in Mexico will be permitted to save their holdings from confiscation by simply telling Carranza why they ceased production. This would involve calling the newly elected president a thief to his face. Don't all speak at once!

APPEAL TAKEN IN WATER SUIT

NEVADA WATER LAW GOES TO THE UNITED STATES COURT OF APPEALS

RENO, Nev., Mar. 14.—It is understood that steps are being taken to prosecute an immediate appeal to the United States Circuit Court of Appeals from Judge Farrington's decision of last week in Bergman et al versus Kearney, state engineer. Judge Farrington upheld the constitutionality of the present water law in Nevada. He further holds that the state engineer's power to investigate the water sources and river systems of the state, and to make certain findings thereon, does not constitute the exercise of judicial power on the part of the state engineer, such as is forbidden by the state constitution. It is understood that some of the big land and livestock interests of the Humboldt valley, who have been fighting the state engineer and the present law for several years past, are behind the appellants. The appellants are represented by Cheney, Downer, Price & Hawkins. The state engineer was represented in the United States court at Carson by Attorney General Thatcher, Hugh H. Brown and J. H. Evans, the Tonopah attorneys, also appeared in Judge Farrington's court as amici curiae and supported the constitutionality of the law.

INVENTS A DEVICE TO PROTECT SHIPS

GOVERNMENT MAY ADOPT IDEA OF WINNEMUCCA MAN

F. M. Williams returned this morning from Washington, D. C., where he went a short time ago with his invention for the protection of ships from torpedo attacks, says the Humboldt Star. Mr. Williams states that he was conferring with naval officials of the United States and made a favorable impression with his invention. He was informed that his protection idea was the best yet placed before the naval authorities and he believes that after a few minor improvements which are now being worked out by himself and the navy department that the government will adopt his invention.

The protector, if taken over by the government, will not be used on the men-of-war, says Mr. Williams, but will be used exclusively for transports, freight and passenger ships as a protection against submarine attacks.

Mr. Williams is not a novice in matters pertaining to shipbuilding, for in his earlier days he worked for six years in a shipyard. He states that he had a most enjoyable trip.

PIONEER OF COMSTOCK REGION DIES SUDDENLY

Silver City was shocked by the sudden passing of one of its old citizens, J. G. Legris, last Saturday. Mr. Legris came home with the mail, was seized by an attack of heart failure and passed away instantly. He was for many years a resident of Virginia City, where he was engaged in business. He moved to Silver City some 20 years ago. He was a native of Canada and was in his 77th year. He was a man of strong physique.

QUARANTINE RAISED

(By Associated Press.)
 MEXICO CITY, Mar. 14.—The quarantine in Mexico against New York on account of infantile paralysis shortly will be raised and that passengers entering Mexico no longer will be subjected to the rigid medical examination and disinfection process which have been customary.

LEADERS CAUCUS FOR SPEAKERSHIP

(By Associated Press.)
 WASHINGTON, D. C., Mar. 14.—Another series of conferences between Democratic house leaders today resulted in a call for a conference here on April 12, four days before the opening of the special session to line up democratic members for the speakership fight, while Republicans will caucus April 14, and the five independents who will hold the balance of power will confer at about the same time in a further effort to agree on some concerted action.

KNIGHTS OF COLUMBUS PREPARE FOR EVENT

TONOPAH COUNCIL PREPARING FOR A BIG RECEPTION AND INITIATION IN MAY

Tonopah Council, Knights of Columbus, is preparing for the state convention which meets in Goldfield May 30, by taking on an initiation for which some 40 candidates are in line. These include about 20 from Las Vegas who received the first degree only and will be presented for the major degrees at this meeting. The ceremonies will be put on here Sunday, May 20 preliminary to the state convention, which convenes in Goldfield the following day. Among the candidates whose names have already been subscribed are men from Bishop, Lone Pine, Manhattan and Round Mountain. It is probable that a large party from Ely will make the journey across the desert to take part in the exemplification of the degree work by one of the best teams on the coast.

A. G. Bagley, special supreme court agent of the grand council, will be entertained by Goldfield council on the night of March 29th, when Mr. Bagley makes an official visit to inspect and report on the condition of the order in this section. Mr. Bagley hails from New Haven and part of his duties is to visit every council in the United States during the year.

RATES REDUCED TO ALL NEVADA POINTS

The announcement yesterday of the result of the long and short haul decision means that the people of Nevada will be greatly benefited.

Fates from eastern points to points in Nevada can be no higher than those named in California terminals. This is what the Nevada railroad commission has been fighting for in the interests of this state for the past eight years.

When the case was first started, in 1908, the old so-called back-haul charge amounted to an average of 75 per cent of the through rates to California points. In other words, Reno, Lovelock, Elko, Las Vegas and other towns located on the main transcontinental lines in this state paid an average of 75 per cent more in freight rates for goods received from the east than San Francisco, Sacramento, Los Angeles and other California terminals paid.

During the course of the Nevada commission's fight, this differential has gradually been reduced until at the present time it amounts to only 20 or 25 per cent. If the report is correct, the differential against Nevada is to be wiped out entirely, which means that a complete victory has been won.

The effect of this order will not only mean a great additional saving in freight charges to the people of the state, but it will also mean the development of new business. It is possible that such an order may be contested in the courts, but that is a matter for after-consideration.

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